



**Police Service**  
of Northern Ireland



# Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

## 1<sup>st</sup> January 2023 to 30<sup>th</sup> November 2023

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Between 1<sup>st</sup> January 2023 and 30<sup>th</sup> November 2023:

- There were 4,507 collisions recorded by the Police Service of Northern Ireland (PSNI), compared with 4,709 between January and November 2022 – a decrease of 202 collisions (4.3%).
- There were 61 fatalities, 767 people seriously injured and a further 6,303 people slightly injured. While there were 14 additional fatalities between January and November 2023, the number of seriously injured fell by 67 (8.0%) since the previous year.
- A number of road user groups showed a decrease in KSIs between January to November 2022 and January to November 2023, most notably passengers which decreased by 30.
- Antrim & Newtownabbey, Mid Ulster and Newry, Mourne & Down districts each recorded 9 fatalities in their respective districts, while Newry, Mourne and Down district recorded the highest number of serious injuries (106).
- Single vehicle collisions accounted for 14.2% of all collisions recorded during this period.
- The most common principal causation factors for KSI casualties during the reporting period were 'inattention or attention diverted' (113), impairment by drugs or alcohol – driver/rider' (75) and 'wrong course/position' (67).



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# 1. Things you need to know about this release

## Coverage

Police recorded statistics on injury road collisions and casualties in Northern Ireland are collated and produced by statisticians seconded to the Police Service of Northern Ireland (PSNI) from the Northern Ireland and Statistics Research Agency (NISRA).

These statistics are the main source of official information on trends relating to road traffic collisions resulting in injury and their associated casualties, which have been reported to police.

This monthly bulletin presents the most recent recorded injury collision and casualty statistics for the period 1<sup>st</sup> January 2023 to 30<sup>th</sup> November 2023. Figures for the calendar year 2023 are provisional and subject to minor amendment. At the time of publication, collision report forms (CRF) had been processed for approximately 96.4% of reported injury collisions to 30<sup>th</sup> November 2023, including all fatal collisions.

A series of accompanying [spreadsheets](#) are available on our website which outlines the data in this bulletin and historic trends. Further information on how these statistics are collated, reported and used is included in the [Traffic Statistics User Guide](#) available on the [PSNI website](#). The release dates of upcoming publications are available in the publication schedule available on the PSNI website.

As part of our commitment to provide users with more timely information, we publish a provisional Daily Fatal Spreadsheet, giving details of the location, age and gender of road traffic fatalities. This is updated each working day on the [PSNI website](#).

These statistics only include those collisions involving injury that are brought to the attention of the police. A level of under-reporting of such incidents may exist and users of the statistics may wish to view the [Traffic Statistics User Guide](#) where this is discussed in more detail.

## National Statistics

National Statistics status means that these statistics are accredited official statistics<sup>1</sup> that meet the highest standards of trustworthiness, quality and public value, and as producers, it is our responsibility to maintain compliance with these standards.

These accredited official statistics (Police recorded injury road traffic collisions and casualties in Northern Ireland) were independently reviewed by the Office for Statistics Regulation in [June 2012](#), with a further [compliance check](#) subsequently undertaken in 2020. They comply with the standards of trustworthiness, quality and value in the Code of Practice for Statistics and should be labelled 'accredited official statistics'.

Our statistical practice is regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the [Code of Practice for Statistics \(opens in a new window\)](#) that all producers of official statistics should adhere to. You are welcome to contact us directly with any comments about how we meet these standards by emailing [statistics@psni.police.uk](mailto:statistics@psni.police.uk). Alternatively, you can contact OSR by emailing [regulation@statistics.gov.uk](mailto:regulation@statistics.gov.uk) or via the [Office for Statistics Regulation website \(opens in a new window\)](#).

<sup>1</sup> Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007. The Office for Statistics Regulation website provides further information on [Accredited official statistics](#).

## 2. Monthly Trends

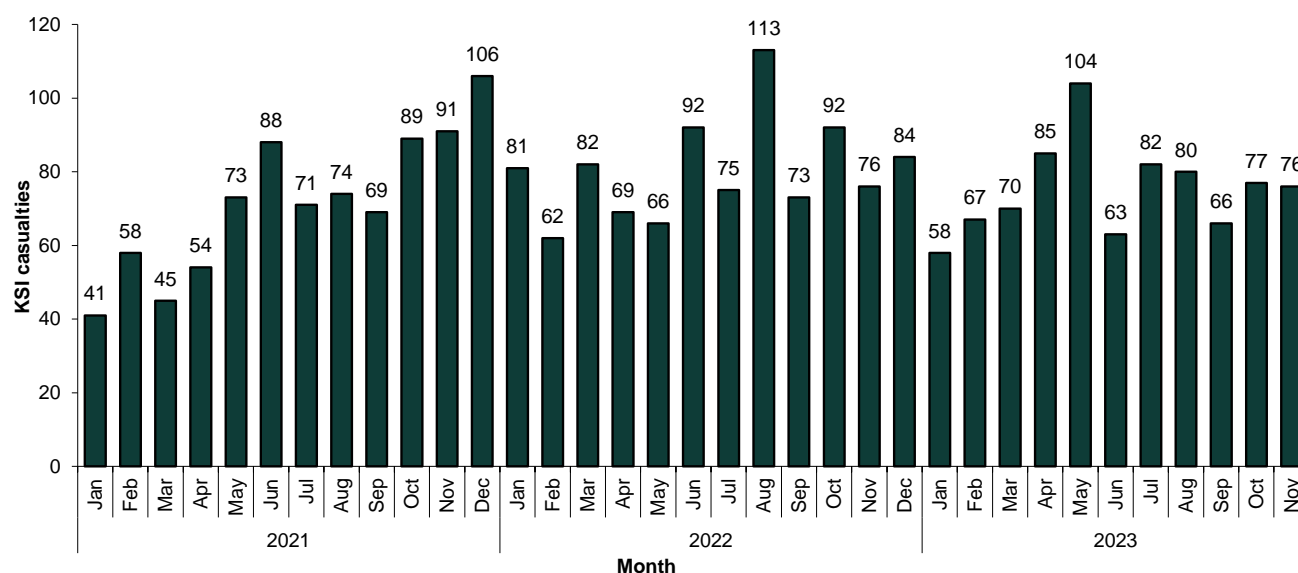
- There were 4,507 collisions recorded by the Police Service of Northern Ireland (PSNI) between January and November 2023, compared with 4,709 between January and November 2022 – a decrease of 202 collisions (4.3%).
- Between January and November 2023, there were 61 fatalities, 767 people seriously injured and a further 6,303 people slightly injured. While the total casualties was broadly similar year on year, there were 14 additional fatalities between January and November 2023, which included 14 recorded in May 2023.

**Table 1 Police recorded road traffic casualties by injury severity and month: January to November 2023 compared with January to November 2022**

Month	01 January 2022 – 30 November 2022					01 January 2023 – 30 November 2023*				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
January	3	78	81	547	628	4	54	58	618	676
February	2	60	62	509	571	5	62	67	466	533
March	2	80	82	545	627	4	66	70	540	610
April	3	66	69	546	615	6	79	85	550	635
May	2	64	66	559	625	14	90	104	541	645
June	6	86	92	588	680	2	61	63	613	676
July	5	70	75	503	578	5	77	82	529	611
August	9	104	113	597	710	6	74	80	634	714
September	6	67	73	620	693	3	63	66	581	647
October	5	87	92	681	773	3	74	77	688	765
November	4	72	76	625	701	9	67	76	543	619
<b>Total</b>	<b>47</b>	<b>834</b>	<b>881</b>	<b>6,320</b>	<b>7,201</b>	<b>61</b>	<b>767</b>	<b>828</b>	<b>6,303</b>	<b>7,131</b>

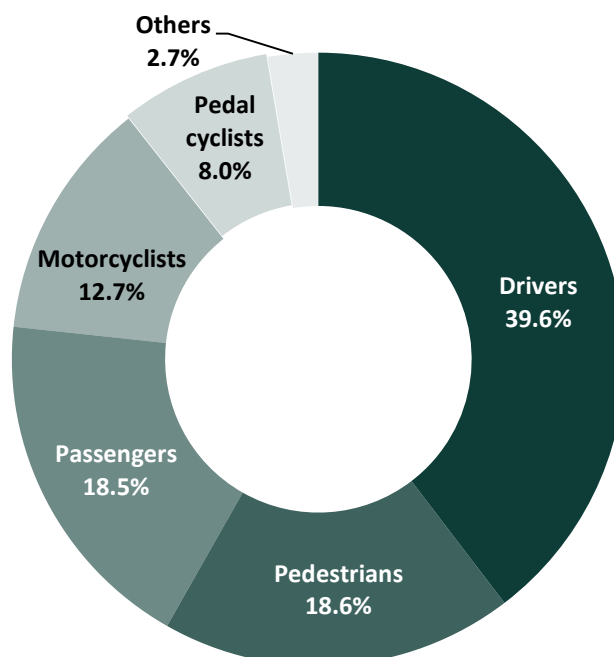
<sup>1</sup> Killed or seriously injured \*Figures are provisional and subject to change

**Figure 1 Casualties killed or seriously injured in road traffic collisions by month January 2021 to November 2023**



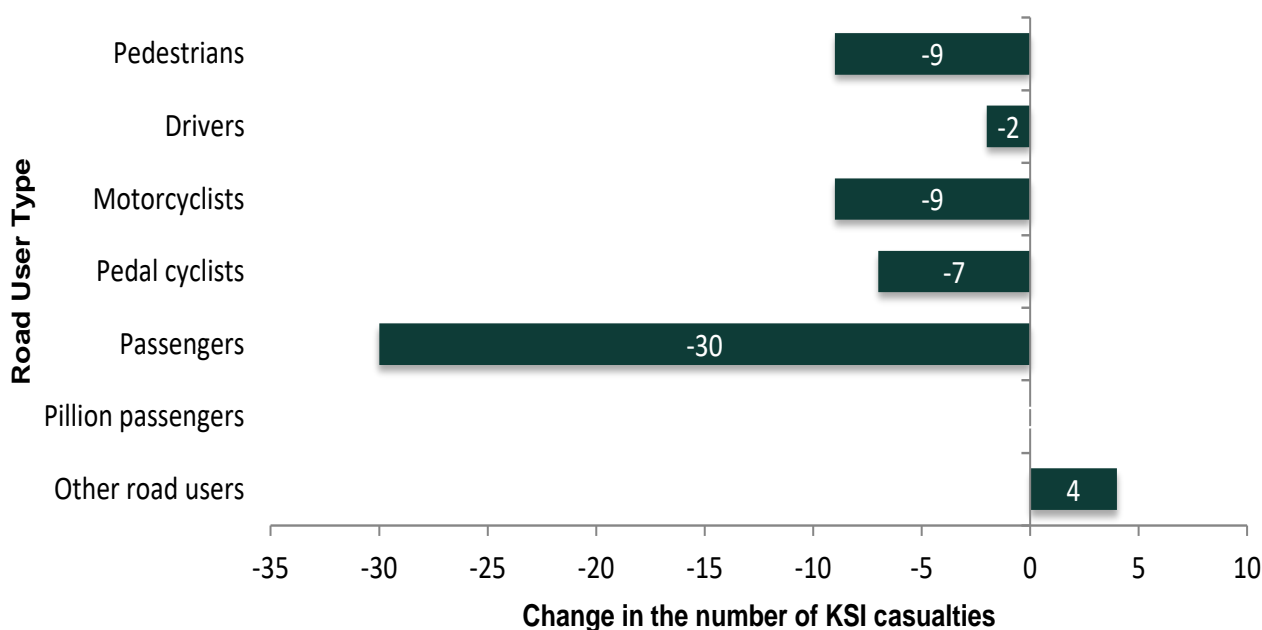
### 3. Casualty class

**Figure 2** Casualties killed or seriously injured by road user type January to November 2023



- The number of passengers, pedestrians, motorcyclists, pedal cyclists and drivers killed or seriously injured decreased between January to November 2022 and January to November 2023, by 30, 9, 9, 7 and 2 KSI casualties respectively.
- Overall, all major road user types showed a decrease in total casualties when comparing the two time periods, with the exception of passengers, which showed an increase and pedestrians which remained flat. Drivers showed a decrease of 148 casualties (-3.7%) while passengers showed an increase of 170 casualties (+8.6%).

**Figure 3** Difference in the number of KSI casualties by road user type: January to November 2023 compared with January to November 2022



**Table 2      Number of police recorded road traffic casualties by road user type: January to November 2023 compared with January to November 2022**

Casualty Class	01 January 2022 – 30 November 2022					01 January 2023 – 30 November 2023*				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
Pedestrians	14	149	163	374	<b>537</b>	16	138	154	383	<b>537</b>
Drivers of motor vehicles	18	312	330	3,691	<b>4,021</b>	18	310	328	3,545	<b>3,873</b>
Motorcyclists	9	105	114	175	<b>289</b>	12	93	105	155	<b>260</b>
Pedal cyclists	1	72	73	223	<b>296</b>	1	65	66	168	<b>234</b>
Passengers	5	178	183	1,800	<b>1,983</b>	10	143	153	2,000	<b>2,153</b>
Pillion passengers	0	3	3	10	<b>13</b>	0	3	3	4	<b>7</b>
Other road users	0	15	15	47	<b>62</b>	4	15	19	48	<b>67</b>
<b>Total</b>	<b>47</b>	<b>834</b>	<b>881</b>	<b>6,320</b>	<b>7,201</b>	<b>61</b>	<b>767</b>	<b>828</b>	<b>6,303</b>	<b>7,131</b>

<sup>1</sup> Killed or seriously injured

\*Figures are provisional and subject to change

## 4. Age and gender

- The number of female KSI casualties decreased by 35 between January to November 2022 and January to November 2023. Male KSI casualties decreased by 19 during the same period. There have been 72 children (under 16) killed or seriously injured during the reporting period – 12 fewer than during January to November 2023.
- In terms of total casualties, there were fewer females than males injured across all the age groups. Males accounted for 54.7% of all casualties.
- There were 70 fewer casualties recorded in this period in comparison with January to November 2022. The largest decrease in casualties during the period was in the 16 - 24 age group with 107 fewer casualties, while casualties aged 50-64 increased by 63 casualties.

**Table 3 Number of police recorded road traffic casualties by age and gender: January to November 2023 compared with January to November 2022**

Gender/Age	01 January 2022 – 30 November 2022					01 January 2023 – 30 November 2023*				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
<b>Male</b>										
Under 16	2	47	49	306	<b>355</b>	1	41	42	352	<b>394</b>
16 - 24	11	100	111	708	<b>819</b>	10	104	114	682	<b>796</b>
25 - 34	4	92	96	655	<b>751</b>	11	69	80	647	<b>727</b>
35 - 49	9	100	109	783	<b>892</b>	6	111	117	781	<b>898</b>
50 - 64	8	96	104	553	<b>657</b>	7	103	110	592	<b>702</b>
65 +	8	80	88	277	<b>365</b>	12	63	75	305	<b>380</b>
Unknown	0	0	0	9	<b>9</b>	0	0	0	5	<b>5</b>
<b>Total</b>	<b>42</b>	<b>515</b>	<b>557</b>	<b>3,291</b>	<b>3,848</b>	<b>47</b>	<b>491</b>	<b>538</b>	<b>3,364</b>	<b>3,902</b>
<b>Female</b>										
Under 16	0	35	35	309	<b>344</b>	2	28	30	328	<b>358</b>
16 - 24	0	69	69	671	<b>740</b>	0	53	53	603	<b>656</b>
25 - 34	0	45	45	577	<b>622</b>	1	29	30	559	<b>589</b>
35 - 49	1	56	57	712	<b>769</b>	5	49	54	691	<b>745</b>
50 - 64	3	52	55	495	<b>550</b>	1	64	65	503	<b>568</b>
65 +	1	62	63	260	<b>323</b>	5	52	57	250	<b>307</b>
Unknown	0	0	0	4	<b>4</b>	0	0	0	3	<b>3</b>
<b>Total</b>	<b>5</b>	<b>319</b>	<b>324</b>	<b>3,028</b>	<b>3,352</b>	<b>14</b>	<b>275</b>	<b>289</b>	<b>2,937</b>	<b>3,226</b>
<b>All</b>										
Under 16	2	82	84	615	<b>699</b>	3	69	72	682	<b>754</b>
16 - 24	11	169	180	1,379	<b>1,559</b>	10	157	167	1,285	<b>1,452</b>
25 - 34	4	137	141	1,232	<b>1,373</b>	12	99	111	1,206	<b>1,317</b>
35 - 49	10	156	166	1,495	<b>1,661</b>	11	160	171	1,472	<b>1,643</b>
50 - 64	11	148	159	1,048	<b>1,207</b>	8	167	175	1,095	<b>1,270</b>
65 +	9	142	151	537	<b>688</b>	17	115	132	555	<b>687</b>
Unknown	0	0	0	14	<b>14</b>	0	0	0	8	<b>8</b>
<b>Total</b>	<b>47</b>	<b>834</b>	<b>881</b>	<b>6,320</b>	<b>7,201</b>	<b>61</b>	<b>767</b>	<b>828</b>	<b>6,303</b>	<b>7,131</b>

<sup>1</sup> Killed or seriously injured.

<sup>2</sup> Totals include those where gender is unknown or other.

\*Figures are provisional and subject to change.

## 5. District

- Three districts recorded 9 road deaths between January and November 2023; Antrim & Newtownabbey, Mid Ulster and Newry, Mourne & Down. Newry, Mourne and Down district had the most people seriously injured with 106 recorded during this period.
- Six out of the eleven districts showed a decrease in their KSI casualties between January and November 2022 and this year to November. The largest decrease in KSI casualties was in Belfast City district which recorded 48 fewer KSIs compared to the same period in the previous year. In contrast, Mid & East Antrim district showed an increase of 29 recorded KSI casualties over the same period.
- Derry City & Strabane district recorded a single fatal road casualty over the period.

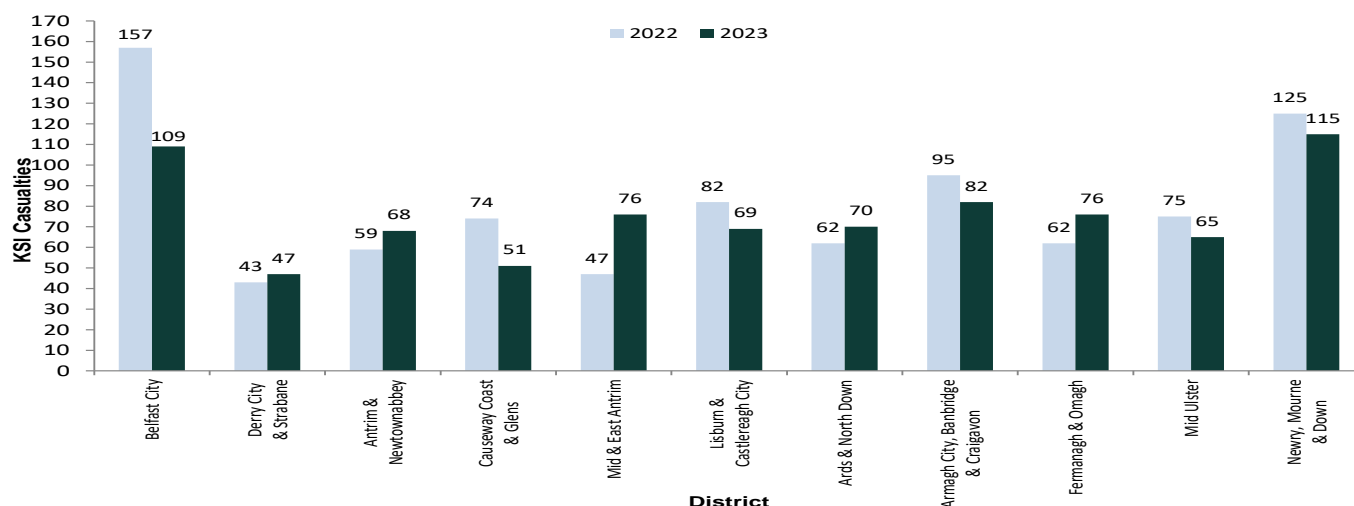
**Table 4 Number of police recorded road traffic casualties by injury severity and Police District: January to November 2023 compared with January to November 2022**

District	01 January 2022 – 30 November 2022					01 January 2023 – 30 November 2023*				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
Belfast City	6	151	157	1,577	1,734	4	105	109	1,466	1,575
Derry City & Strabane	2	41	43	520	563	1	46	47	525	572
Antrim & Newtownabbey	3	56	59	471	530	9	59	68	512	580
Causeway Coast & Glens	3	71	74	464	538	7	44	51	426	477
Mid & East Antrim	3	44	47	288	335	8	68	76	379	455
Lisburn & Castlereagh City	1	81	82	484	566	2	67	69	463	532
Ards & North Down	3	59	62	432	494	4	66	70	466	536
Armagh City, Banbridge & Craigavon	3	92	95	673	768	4	78	82	697	779
Fermanagh & Omagh	8	54	62	365	427	4	72	76	364	440
Mid Ulster	8	67	75	423	498	9	56	65	433	498
Newry, Mourne & Down	7	118	125	623	748	9	106	115	572	687
<b>Northern Ireland Total</b>	<b>47</b>	<b>834</b>	<b>881</b>	<b>6,320</b>	<b>7,201</b>	<b>61</b>	<b>767</b>	<b>828</b>	<b>6,303</b>	<b>7,131</b>

<sup>1</sup> Killed or seriously injured

\*Figures are provisional and subject to change

**Figure 4 Casualties killed or seriously injured by District: January to November 2023 compared with January to November 2022**





## 6. Principal causation factors

**Table 5 Most common principal causation factors of those killed or seriously injured in road traffic collisions: January to November 2023**

Principal Factor	Total KSI <sup>1</sup> casualties*
Inattention or attention diverted	113
Impairment by drugs or alcohol - driver/rider	75
Wrong course/position	67
Overtaking on offside without care	64
Excessive speed having regard to conditions	55
Turning right without care	54
Emerging from minor road without care	49
Crossing or entering road junction without care	43
Heedless of traffic crossing carriageway	27
Physical/mental illness or injury - driver/rider	19

<sup>1</sup> Killed or seriously injured

\*Figures are provisional and subject to change

- The most common principal causation factors for KSI casualties between January and November 2023 were 'inattention or attention diverted' (113 KSI casualties), 'impairment by drugs or alcohol – driver/rider' (75 KSI casualties) and 'wrong course/position' (67).
- PSNI Statistics Branch also produces statistics in relation to the number of motoring offences detected, which includes speeding, drink driving and careless driving type offences <https://www.psni.police.uk/about-us/our-publications-and-reports/official-statistics/motoring-offence-statistics>
- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on KSI road traffic collisions caused by careless driving. The report can be found on the DfI website: [Fatal and Serious \(KSI\) road traffic collisions caused by Careless Driving in Northern Ireland, 2012-21](#)
- The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have produced a report on the Northern Ireland road network and condition. The report can be found on the DfI website: [Northern Ireland Road Network and Condition Statistics 2022-23](#)

## 7. Single Vehicle Collisions

**Table 6** Casualties resulting from single vehicle collisions^ by injury severity and month: January to November 2023 compared with January to November 2022

Month	01 January 2022 – 30 November 2022					01 January 2023 – 30 November 2023*				
	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly Injured	Total	Killed	Seriously Injured	KSI <sup>1</sup>	Slightly injured	Total
January	0	11	11	49	<b>60</b>	1	21	22	67	<b>89</b>
February	0	10	10	64	<b>74</b>	0	16	16	44	<b>60</b>
March	0	14	14	57	<b>71</b>	1	21	22	64	<b>86</b>
April	0	16	16	60	<b>76</b>	1	22	23	72	<b>95</b>
May	0	10	10	59	<b>69</b>	2	20	22	39	<b>61</b>
June	1	24	25	61	<b>86</b>	2	12	14	63	<b>77</b>
July	1	16	17	66	<b>83</b>	1	18	19	63	<b>82</b>
August	3	26	29	71	<b>100</b>	2	21	23	70	<b>93</b>
September	2	15	17	66	<b>83</b>	0	11	11	42	<b>53</b>
October	2	19	21	67	<b>88</b>	1	15	16	73	<b>89</b>
November	0	12	12	47	<b>59</b>	2	12	14	57	<b>71</b>
<b>Total</b>	<b>9</b>	<b>173</b>	<b>182</b>	<b>667</b>	<b>849</b>	<b>13</b>	<b>189</b>	<b>202</b>	<b>654</b>	<b>856</b>

<sup>1</sup> Killed or seriously injured \*Figures are provisional and subject to change

^Defined as a collision which results in casualties to the occupants of one vehicle only and where no other party was involved

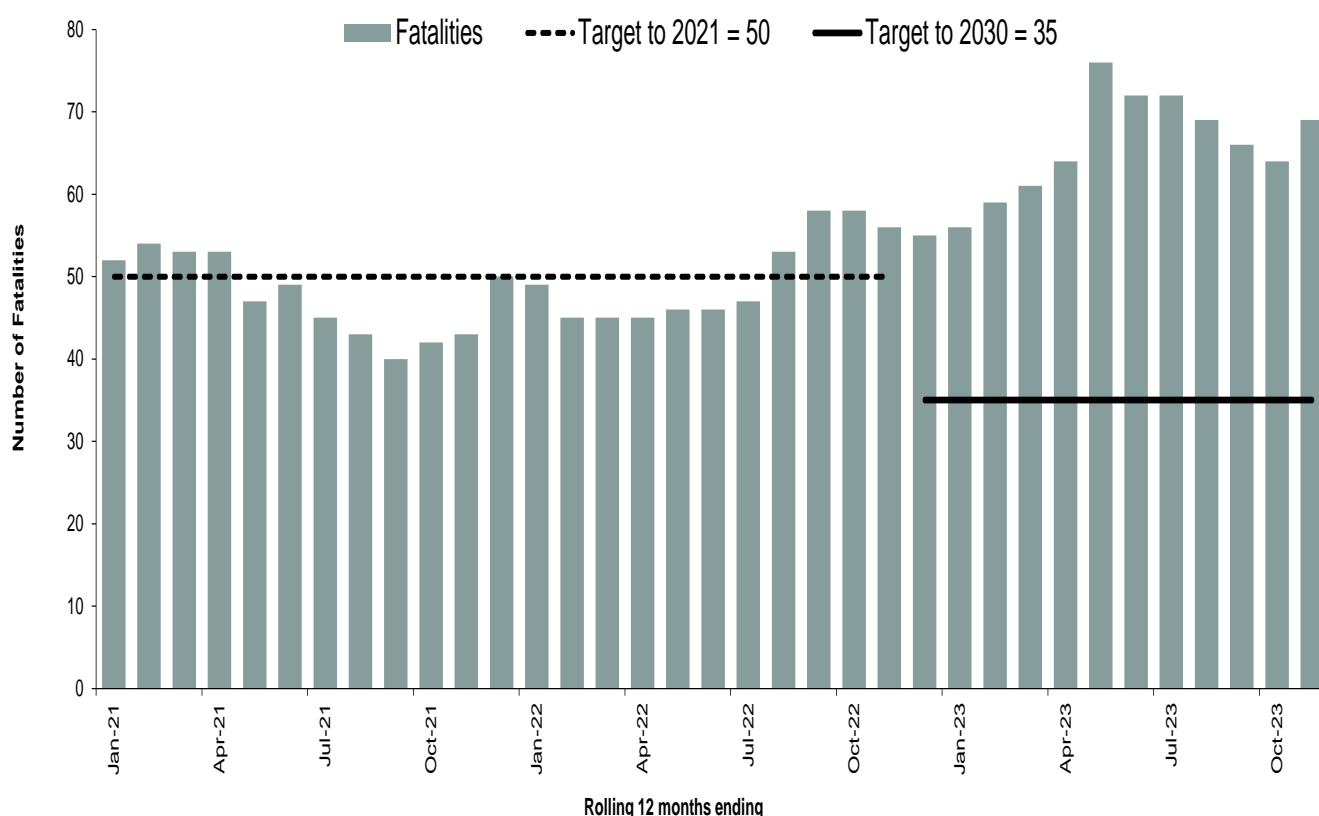
- The 640 single vehicle collisions recorded between January and November 2023 accounted for 14.2% of the total number of collisions recorded during this period.
- There were thirteen fatalities from single vehicle collisions in the period January to November 2023, four more than recorded during the same period last year in which there were nine single vehicle collision fatalities. In total, there were 7 more casualties from single vehicle collisions between January and November 2023 than the same period in 2022.

## 8. Road Safety Strategy Targets

The [Draft Road Safety Strategy for Northern Ireland to 2030](#) was published by the Department for Infrastructure in October 2022 and contains a series of road safety targets to be achieved by 2030, four of which are related to the PSNI's injury road traffic casualty statistics. The previous strategy period expired in 2020 but the targets rolled over to 2021 pending the release of the strategy to 2030. The latest detailed update on the 2030 strategy targets and performance indicators was published by DfI in September 2023: [Draft Northern Ireland Road Safety Strategy to 2030 Annual Statistical Report 2023 | Department for Infrastructure \(infrastructure-ni.gov.uk\)](#) The charts below reflect the historic target to 2021, as well as the new targets for the 2030 strategy which will be monitored from its implementation in 2022.

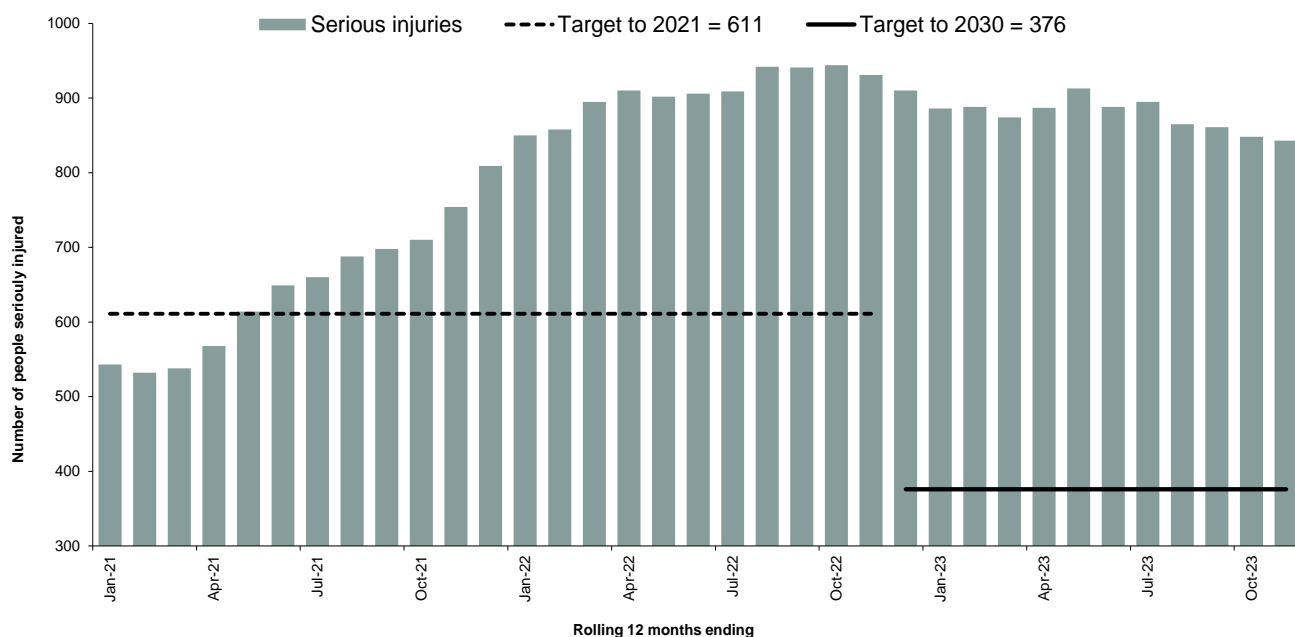
Lockdown measures in relation to Covid-19 were introduced on 23rd March 2020. Restrictions were eased during the summer months of 2020, before further measures were reintroduced on 16th October and 26th December 2020. The second half of March 2021 saw the start of gradual relaxation of restrictions, with enhanced restrictions and introduction of a vaccine pass in November 2021. As of 15th February 2022, all Covid-19 legal restrictions have been replaced by guidance. The reduction in collisions and casualties seen through the Covid period should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020 before returning to more normal levels at the time the traffic flow publication was discontinued in June 2021. Department for Infrastructure (DfI) traffic flow figures are published at: [Traffic Flows – Department for Infrastructure](#).

**Figure 5 Number of people killed on Northern Ireland's roads – Rolling 12 months January 2021 to November 2023**



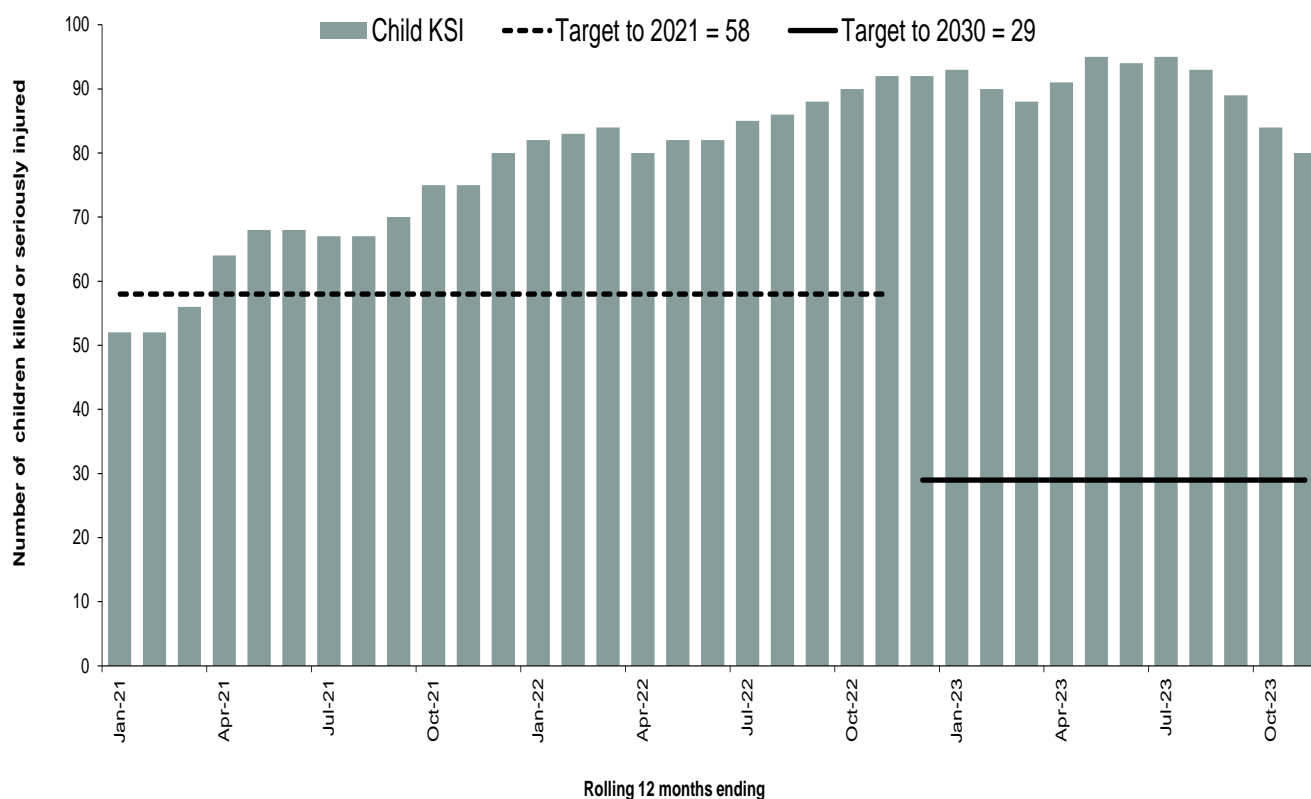
- The Department for Infrastructure (DfI) Northern Ireland Road Safety Strategy 2030 aims at a 50% reduction in the number of fatalities on Northern Ireland's roads each year, from the 2014 – 2018 baseline to fewer than 35 by 2030. The current rolling 12-month figure of 69 for the period 1<sup>st</sup> December 2022 to 30<sup>th</sup> November 2023 is thirty-four above the target.

**Figure 6** Number of persons seriously injured on Northern Ireland's roads – Rolling 12 months January 2021 to November 2023



- The Department for Infrastructure Northern Ireland Road Safety Strategy 2030 also aims at a 50% reduction in the number of persons seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline to fewer than 376 by 2030. The current rolling 12-month figure covering 1<sup>st</sup> December 2022 to 30<sup>th</sup> November 2023 provisionally sits at 843, which is 467 above the 2030 target level.

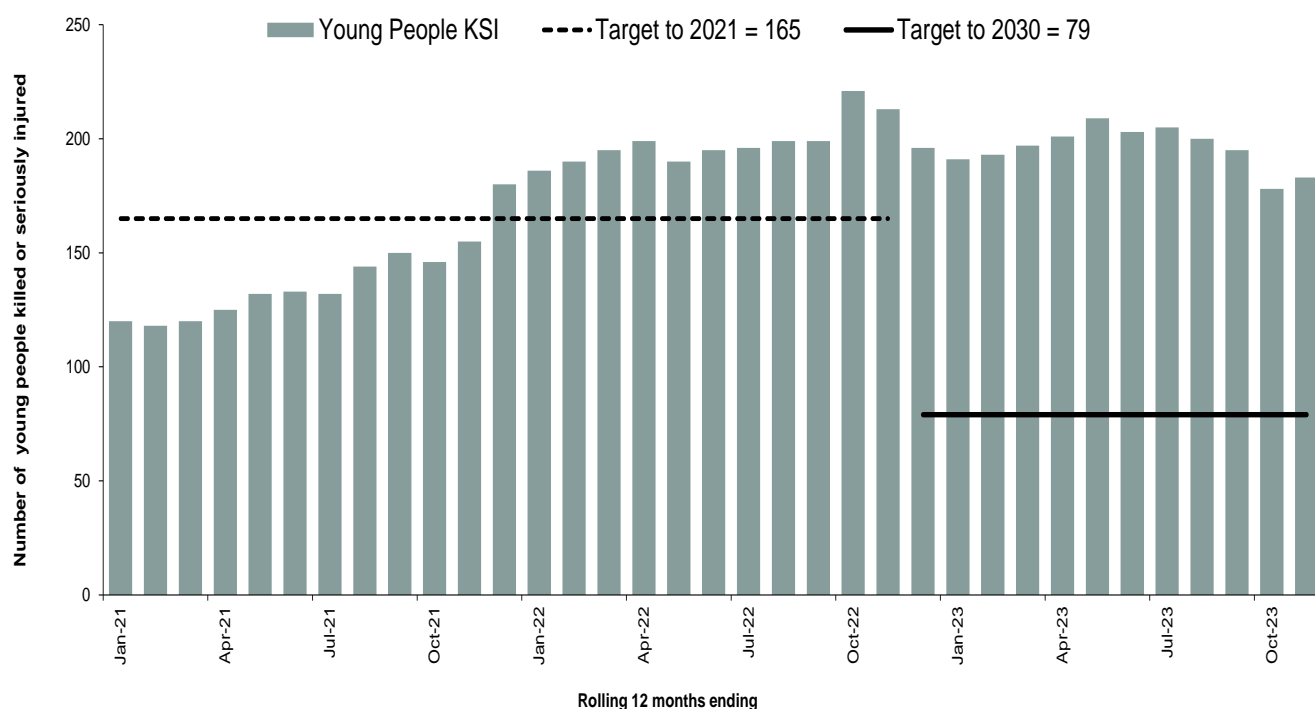
**Figure 7** Number of children\* killed or seriously injured on Northern Ireland's roads – Rolling 12 months January 2021 to November 2023



- The Road Safety Strategy 2030 has set a target of 60% reduction in the number of children killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 29 by 2030. The current rolling 12-month figure covering 1<sup>st</sup> December 2022 to 30<sup>th</sup> November 2023 provisionally sits at 80, which is 51 above the 2030 target level.

\*children casualties are those casualties aged 15 or under.

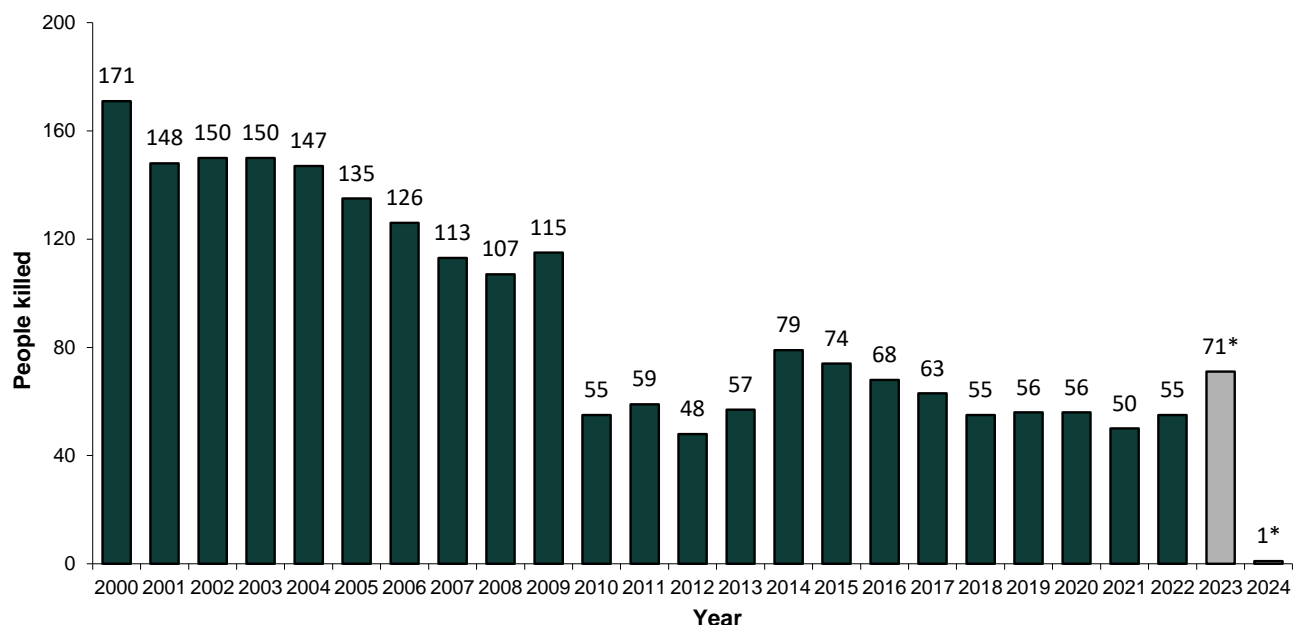
**Figure 8** Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2021 to November 2023



- The Strategy also has a target of a 60% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland's roads, from the 2014 – 2018 baseline, to fewer than 79 by 2030. The current figure for the 12-month rolling period to the end of November 2023 provisionally sits at 183, which is 104 above the target level.

## 9. Northern Ireland Fatalities

**Figure 9** Number of people killed on Northern Ireland's Roads – 2000 to 2024\*



\*Provisional fatality figure up to the 24<sup>th</sup> January 2024

- The number of people killed in road traffic collisions in the years up to and including 2009 was consistently above 100 and then in 2010, there was an unprecedented reduction in which fatalities fell to 55 (a reduction of 52.2%). This figure fluctuated around this level before increasing to 79 deaths in 2014 (up 38.6% from 2013) and reducing again gradually to 50 deaths in 2021 before rising to 71 in 2023 (provisional figure). Up to the 24<sup>th</sup> January 2023 there has been 1 fatal casualty which is one fewer than the equivalent period in 2022 and 2023 which both recorded 2 fatal casualties in the same period.
- Of the 55 road deaths occurring in 2022, 30 (54.5%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 19 occurred on urban roads (40 miles per hour or less) and 6 occurred on motorways or dual carriageways. The Daily Fatal Report on the [PSNI website](#) provides more information.

## 10. Notes

### User Guide

The Traffic Statistics [User Guide](#) is available and provides information on the design, methodology and quality assurance of the statistics.

The User Guide also provides useful information for users when interpreting and understanding the data including the coverage, definitions, strengths and limitations.

### Quality

Our internal quality assurance and validation procedures are regularly tested, reviewed and updated. We have also used the UK Statistics Authority [Administrative Data Quality Assurance Toolkit](#) to ensure that we have provided users with as much information as possible and to make users aware of the quality and background of the statistics.

The STATS19 form and the accompanying [STATS20](#) guidance provide a set of established guidelines which are followed by police forces across the UK. For example, all road collisions involving human death or personal injury occurring on the public road and notified to the police within 30 days of the occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road collisions than that used in legislation e.g. Road Traffic Acts.

PSNI's Collision Report Form (CRF) is based on the Department for Transport STATS19 form. This ensures data are checked and validated to an agreed set of standards and allows the statistics to be compared at a UK level. Note that a copy of the CRF is provided in the appendix of the [User Guide](#).

### E-Scooters

From 1st April 2022 where previously e-scooters were categorised as being a motorcycle vehicle type, these vehicles will now be categorised as being other motor vehicle type. This means that casualties who were users of an e-scooter are now categorised as being part of the other road user group. This change is based on UK guidance and will enable NI statistics to retain comparability with DfT statistics. Statistics branch do not intend to retrospectively apply this change to data prior to 1st April 2022. The availability of e-scooters and their prevalence in road traffic collisions is a relatively new development in our statistics and examination of the data prior to 1st April 2022 in Northern Ireland shows that there were very small numbers within the data.

### Daily Fatal Spreadsheet

As part of our commitment to provide users with more timely information, we publish a provisional Daily Fatal Spreadsheet, giving details of the location, age and gender of road traffic fatalities. This is updated each working day on the [PSNI website](#).

### Additional Data

More detailed statistical tables on injury road traffic collisions in Northern Ireland are available on the police recorded injury [road traffic statistics](#) section of the [PSNI website](#).

### Comparisons with other regions

The Department for Transport (DfT) published the most recent statistics for Great Britain on 29<sup>th</sup> November 2023, covering the year ending June 2023. Key points from the publication are as below.

The reported road casualties in Great Britain in the year ending June 2023, there were an estimated:

- 1,633 fatalities, a decline of 9% compared to the year ending June 2022.
- 29,429 killed or seriously injured (KSI) casualties, a decline of 1% compared to the year ending June 2022.
- 133,443 casualties of all severities, a decline of 3% compared to the year ending June 2022.

#### [Reported road casualties Great Britain, annual report: 2022](#)

Statistics for the Republic of Ireland are published by the [Road Safety Authority](#). The latest provisional fatality statistics, published on 1<sup>st</sup> December 2023, show that there were 155 fatalities in 2022, an increase of 19 deaths on the previous year. Preliminary analysis of road traffic fatalities for 1<sup>st</sup> January to 30<sup>th</sup> November 2023 showed that there were 172 fatalities.

The Department for Infrastructure - Analysis, Statistics and Research Branch (ASRB) have recently produced a report on the number of people seriously injured in road traffic collisions in Northern Ireland for 1999 to 2021 using a clinical definition. The report can be found on the DfI website: [Clinically serious injured \(MAIS 3+\) NI, 1999-2021](#)

## Revisions

Revisions are carried out in accordance with our [Revisions Policy](#), a copy of which is available as part of the Official Statistics documentation on the PSNI Statistics website. Figures within the current financial year to date are provisional and will be subject to slight revision until figures for the full calendar and subsequent financial year are published. This means that the totals for each month from April 2023 can change each time the figures are published during the financial year. These amendments can happen for a number of reasons, such as a collision being included, excluded or reclassified following further investigation by an officer.

Police recorded road traffic collision casualty figures by month						
Reporting date	Month	Collisions	Casualties			
		No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
Scale of Revision (latest release compared with initial reporting)						
Reported 30 <sup>th</sup> June 2023	Apr-23	54 (14.7%)	0	18 (29.5%)	58 (11.8%)	76 (13.6%)
Reported 28 <sup>th</sup> July 2023	May-23	61 (16.8%)	0	24 (36.4%)	63 (13.2%)	87 (15.6%)
Reported 31 <sup>st</sup> August 2023	Jun-23	67 (19.4%)	0	14 (29.8%)	103 (20.2%)	117 (20.9%)
Reported 29 <sup>th</sup> September 2023	Jul-23	41 (11.9%)	0	7 (10.0%)	55 (11.6%)	62 (11.3%)
Reported 27 <sup>th</sup> October 2023	Aug-23	48 (12.8%)	0	6 (8.8%)	78 (14.0%)	84 (13.3%)
Reported 24 <sup>th</sup> November 2023	Sept-23	71 (21.3%)	0	14 (28.6%)	103 (21.5%)	117 (22.1%)
Reported 22 <sup>nd</sup> December 2023	Oct-23	74 (19.1%)	0	16 (27.6%)	109 (18.8%)	125 (19.5%)

We welcome comment and feedback on these statistics. If you would like to forward your views, receive notification of new publications or be kept informed of developments relating to PSNI statistics, please email your contact details using the email address provided on the cover page.